

mobile user stations information representative of said signals transmitted by said mobile user stations.

REMARKS:

Fan et al., U.S. Patent No. 5,959,577, disclose a system for processing position and travel related information through a data processing station on a data network. In particular, Fan et al. teach the use of a GPS receiver to obtain a measured position fix of a mobile unit. The measured position fix is reported to the data processing station which associates the reported position with a map of the area. Typically, the measured position of the mobile unit is marked and identified by a marker on the map. The area map is then stored in the data processing station and made available for access by authorized monitor units or mobile units. An authorized monitor unit may request a specific area map. This permits shipping companies to monitor the location of their fleet and permits the mobile units to identify their current location in relation to a map, which is particularly suited for the application of navigation to a particular destination. In addition, Fan et al. teach that the measured position data transmitted from the mobile units may be used to calculate the speeds at which the vehicles travel. The collective speed data from the mobile units is then available for use by the monitor units, such as those at the shipping company, to route the vehicles away from traffic congestions and diversions. In this manner, the dispatcher at the shipping company, to which Fan et al. teaches the data is available to, may use the collective speed data to decide which vehicles to contact in order to reroute them.

With respect to claim 1, the Examiner interprets part (a) to incorporate a GPS receiver and its associated transmitter (mobile unit 1 or 3), as shown in FIG. 1 of Fan et al. Also, the Examiner interprets part (b) to include the GPS receiver of the mobile unit (mobile unit 1 or 3), as shown in FIG. 1 of Fan et al. Further, the Examiner interprets part (d) to include the mobile unit (mobile unit 1 or 3), as shown in FIG. 1 of Fan et al. In essence, the Examiner seems to be suggesting that parts (a), (b), and (d) of claim 1 are the GPS receiver of the mobile unit and its associated transmitter.

Claims 1 and 16 have been amended to clarify that, in the currently claimed embodiments, the transmitter and the receiver are remotely located from one another.

As previously discussed, Fan et al. is directed to a system that obtain collective speed data from the mobile units that is then available for use by the shipping company to route its vehicles away from traffic congestions and diversions. In this manner a dispatcher at a shipping company (e.g., an authorized monitor unit) can decide which vehicles to contact in order to reroute them. There is no suggestion nor teaching in Fan et al. that this collective speed data from the mobile units is made available to the mobile user stations. In contrast, this information is made available to a dispatcher, who based upon this data, makes determinations regarding whether vehicles need to be contacted in order to reroute them.

Claim 1 patentably distinguishes over Fan et al. by claiming that the computer system, in response to a request for traffic information from one of the mobile user stations, provides in response thereto to the mobile user station traffic information representative of the signals transmitted by the traffic monitors.

Claim 16 patentably distinguishes over Fan et al. by claiming that the computer system, in response to a request for information from one of the mobile user stations, provides in response thereto to one of the mobile user stations information representative of the signals transmitted by the mobile user stations.

Claim 25 patentably distinguishes over Fan et al. by claiming that at least one of the mobile user stations providing a request to the computer system for information together with a respective geographic location of one of the mobile user stations, and in response thereto, the computer system providing to one of the mobile user stations information representative of selections portion of the map database and selected portions of the traffic information database based on the respective geographic location of one of the mobile user stations, as claimed.

The applicant would further note that the Examiner makes reference to "an authorized monitor unit", which as taught by Fan et al. is a dispatcher at a shipping company. At no point does Fan et al. suggest that the authorized monitor unit for the speed data includes the mobile user stations. Further it is the dispatcher, who based on the collective speed data, then makes determinations regarding whether vehicles need to be contacted in order to reroute them.

The Examiner is respectfully requested to reconsider the claims, in light of the foregoing amendments and remarks, and to pass the claims to issue.

Respectfully submitted,



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